

IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1- 20 (Cancelled)

21. (previously presented) An exhaust gas turbocharger for an internal combustion engine, comprising at least one turbine adapted for receiving exhaust gas flow from the internal combustion engine, wherein the turbine (2) comprises:

a flow channel (13) with at least one radial in-flow cross-section (13a) between opposite sides,

a nozzle ring (7) bordering the radial in-flow cross-section (13a),

a guide vane assembly (5) which is variably adjustable for adjusting the radial flow-through cross-section (13a), and

a compensation ring (20) mounted to the nozzle ring and displaceable axially from the nozzle ring towards the guide vane (5).

wherein the guide vane assembly is mounted on one side of the flow channel (13) and the compensation ring (20) is mounted on the opposite side of the flow channel (13).

22. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein the compensation ring (20) is provided in a recess (21) of the nozzle ring (7).

23. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein at least one sealing element

~~piston ring~~ (22) is provided on an internal diameter and/or on an outer diameter of the compensation ring (20), via which the compensation ring (20) is sealed against the nozzle ring (7).

24. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein the axial moveability of the nozzle ring (7) is defined by at least one abutment or stop (23, 24).

25. (previously presented) An exhaust gas turbocharger according to Claim 24, wherein a first stop (23, 24) is formed by a recess (21) in the nozzle ring (7), whereby the travel of the compensation ring (20) in a first direction is limited.

26. (previously presented) An exhaust gas turbocharger according to Claim 24, wherein a second stop (23, 24) is formed by the surface of the guide vanes (5), whereby a movement of the compensation ring (20) in a second direction opposite to the first direction is limited.

27. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein a space exists between the guide vane assembly (5) and the compensation ring (20), which upon maximal extension of the compensation ring (20) lies in the range of at a few tenths of millimeters.

28. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein the compensation ring (20) exhibits a smaller outer diameter and/or a larger inner diameter and/or a smaller weight than the nozzle ring (7).

29. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein an actuation mechanism (26, 27, 28) is provided, via which the compensation ring (20) and/or the nozzle ring (7) is pneumatically or hydraulically axially displaceable.

30. (previously presented) An exhaust gas turbocharger according to Claim 29, wherein the actuation mechanism (26, 28) includes a pipeline (26) and/or a hollow screw (28) connected with the compensation ring (20), via which the compensation ring (20) is acted upon by pressure (P1, P3).

31. (withdrawn) An exhaust gas turbocharger according to Claim 21, wherein an internal pressure supply device is provided, which provides an internal gas pressure (P3) from the exhaust gas flow in the flow channel (13), which is supplied in particular via a pipeline (26) and/or a hollow screw (28) to the compensation ring (20).

32. (withdrawn) An exhaust gas turbocharger according to Claim 31, wherein the determination of the amount of the internal gas pressure (P3) is self regulating based on the exhaust gas flow in the flow channel (13).

33. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein an external pressure supply device (26, 28, 30) is provided on the exhaust gas turbocharger (1), which provides an external gas pressure (P1), which is supplied to the compensation ring (20) via a pipeline (26) and/or a hollow screw (28).

34. (previously presented) An exhaust gas turbocharger according to Claim 31, wherein a control device is provided, by means of which the amount of the gas pressure (P_1 , P_3) is controlled depending upon the motor output and/or by the desired motor brake power and/or the distance between the guide vane assembly (5) and compensation ring (20).

35. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein the compensation ring (20) is coupled rigidly with the nozzle ring (7) or is a component of the nozzle ring (7).

36. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein the nozzle ring (7) is a component of the housing of the exhaust gas turbocharger (1).

37. (previously presented) An exhaust gas turbocharger according to Claim 21, wherein the nozzle ring (7) is connected directly with the housing of the exhaust gas turbocharger (1) by means of securing elements, in particular by means of screws.

38. (currently amended) An exhaust gas turbocharger for an internal combustion engine, comprising at least one turbine adapted for receiving exhaust gas flow from the internal combustion engine, wherein the turbine (2) comprises:

a flow channel (13) with at least one radial in-flow cross-section (13a),

a nozzle ring (7) bordering the radial in-flow cross-section (13a),

a guide vane assembly (5) which is variably adjustable for adjusting the radial flow-through cross-section (13a), and